

DOCKS.

HONGKONG AND WHAMPOA DOCK COMPANY.
THE COMPANY'S DOCKS AT WHAMPOA are in full working order, and the attention of Shipowners is respectfully solicited to the advantages which this Establishment offers for the Docking and Repair of Vessels.

The following description of the Premises is submitted for the information of the Public.

DOCK A.
Built of Granite.
Length, 550 feet.
Breadth, 60.
Depth of Water at Spring Tides 16 1/2 ft.
This dock can be used either as one Dock, or as two Docks.

DOCK B.
Built of Granite.
Length, 340 feet.
Breadth, 60.
Depth of Water at Spring Tides 18 feet.
This dock is at present in course of alteration. The above are the largest Docks in China, and they are fitted with every appliance in the way of Cranes, powerful Steam Pumps, &c., to ensure safety and despatch in work.

DOCK C.
Built of Wood.
Length, 260 ft.
Depth of Water at Spring Tides 14 ft.
This dock is fitted with every appliance in the way of Cranes, powerful Steam Pumps, &c., to ensure safety and despatch in work.

DOCK D.
Length, 154 feet.
Depth of Water at Spring Tides 10 1/2 ft.
This dock is fitted with every appliance in the way of Cranes, powerful Steam Pumps, &c., to ensure safety and despatch in work.

DOCK E.
Length, 120 feet.
Depth of Water at Spring Tides 8 ft.
This dock is fitted with every appliance in the way of Cranes, powerful Steam Pumps, &c., to ensure safety and despatch in work.

DOCK F.
Length, 120 feet.
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DOCK G.
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DOCK H.
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DOCK I.
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DOCK J.
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DOCK AA.
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Capt. Dew had misgivings and being inclined to think that the Taipings would not fire on H. M. ships, he went a step further, and as the hostile pirate boats came up the river, he actually ordered the guns to be fired. The result was a case of the wolf and the lamb, and ended precisely in the same manner.

The mandarin, naturally overjoyed at being reinstated in the possession of the city, allowed the concession of the foreign settlement to remain as they found it on their return, and thus it comes that Consul Harvey and Capt. Dew are large landed proprietors.

The reader must comprehend two things—first, that the mantle of British protection, once the site of this concession valuable—and also the fact of the area being so great as to be far beyond the requirements of the foreign community of Ningpo, and there fore available for the Chinese, who for protection resort thither in vast numbers.

This is we believe the true history of the Ningpo land job—and this is the secret of Capt. Dew's attachment to that unfortunate place. It is a very widely rumored, and generally believed, that Capt. Dew changed the Tientsin 3,000 taels per month for the use of the Encounter, and it is certain that the Tientsin complained to many of Capt. Dew's rapacity—but let all that pass.

Capt. Dew, despite the orders he had received, and the remonstrances of H. M. Ministers, lent the services of his ship, and of his crew to the Mandarins, with all the devotion which partnership could induce. It unfortunately happened on one occasion, that the Chinese, who were engaged in the capture of the Tientsin, were killed.

The Secretary for the Admiralty, on receiving the report of the capture of the Tientsin, was so much affected by the relations of the gallant deed, by availing that the young mandarin, who had been killed, was a native of the place, and not in the service of his country.

That is to say, that if Capt. Dew had given Lieut. Tilling orders to be where he met his death, Capt. Dew would not have been subsequently killed. What we ask does that mean? It cannot mean for Lieut. Tilling's death, because as an indictment for manslaughter would not lie, nor an action for damages, for the death of a man who was not a subject of the Crown.

It surely should mean, and it must mean, that Capt. Dew had, in an unauthorized manner, used H. M. ship Encounter under his command, her crew and armament, and that he was guilty of a very grave offence, which involved murder, piracy, treason, and political complications which may involve the country in war.

This is the responsibility that Capt. Dew incurred—and what, perhaps, was the result? Why he was made a C. B. We will venture to predict that such an effort never heard of since the navy of the Day of Algiers was broken up. The idea of a ship of Algiers belonging to a civilized and Christian power being employed on a service in direct defiance of the avowed policy of the government—and then when the Ministry are questioned on the subject they throw the responsibility on the Captain on whom they confer without any other reason than that he was a subject of the Crown.

It is a principle which is alarming—where the line is to be drawn, and what is to prevent a French ship-of-war carrying the principle to an extreme.

For it must not be supposed that the expedition wherein Lieut. Tilling was killed was a solitary exceptional case of Capt. Dew. It was one of a series, and yet it is the only one to which the pretence of responsibility is attached.

We should like to ask the Secretary to the Admiralty what responsibility is incurred by Capt. Dew for the following discovery. We have the original in our possession, and we should add, that we have other documents which show that the ship was under the command of Mr. Gardner, the *Paymaster of the Imperial Forces*. The whole is in Capt. Dew's own handwriting.

"Memo for Mr. Gardner's guidance."
1.—His Excellency the Tientsin has requested that when in future any sums of money may be required for the public service, the same should not be acted on unless signed by me as being in command of the city he holds as responsible for the public service.

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